

Wanna Railroad to get to New York tomorrow morning. Six trains will be run over the Erie for the benefit of commuters. Several will move on the Central Railroad of New Jersey, and out of Long Island City, twenty trains will be run over the Erie for the benefit of commuters.

Edwards Appeals to Wilson.

Edward T. Edwards, Governor of New Jersey, telegraphed to President Wilson last night requesting the latter to urge the Senate to confirm immediately the President's appointments to the Labor Board.

Mr. Edwards also telegraphed to the Governor of New York, Mr. Thompson, asking that the latter should urge the Senate to confirm immediately the President's appointments to the Labor Board.

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Strike Outlook Brightened by Late Reports From Big Railroad Centres

AMONG the optimistic reports received yesterday evening the batch of discouraging news concerning the railroad strike were the following:

PITTSBURG, April 13.—Members of the Brotherhood of Railway Trainmen on the Pennsylvania Railroad, East and West of Pittsburgh, voted against joining the strike of yardmen. An official announcement said the vote was "practically unanimous."

COLUMBUS, Ohio, April 13.—Machinists of the Pennsylvania Railroad shops here held a meeting today, and voted not to go out in sympathy with the striking trainmen.

DAYTON, Ohio, April 13.—Seventy-five yardmen of the Pennsylvania and the Baltimore and Ohio Railroads voted late today to return to work. Officials of the roads said they expected normal freight conditions here within forty-eight hours.

LUDINGTON, Mich., April 13.—Thirty-five striking switchmen in the yards of the Pere Marquette Railroad here returned to work today. They were assured that their wage demands would be considered. The car ferries probably will resume service to-night.

PROVIDENCE, April 13.—A few employees of the New Haven road went on strike today, but returned to work after a few hours. In other cities of the system the men voted not to go out.

SPOKANE, Wash., April 13.—Ninety-six switchmen of the Northern Pacific went here today, but refused to strike or affiliate with the outlaw organization.

PHILADELPHIA, April 13.—The Pennsylvania Railroad announced today that 79 per cent of its trains were operated yesterday and full suburban service out of this city was maintained. Full service was also maintained in Camden. Trainmen agreed to do yardmen's work.

CHICAGO, April 13.—Several railroads in the Chicago terminal district resumed operations today. Ten thousand packing house employees returned to work and live stock receipts were 236 cars, including 4,000 cattle, 3,000 hogs and 7,000 sheep.

HANNIBAL, Mo., April 13.—The switchmen who went on strike here returned to work today.

BLOOMINGTON, Ill., April 13.—All railroad men here who joined the strike have voted to return to work to-morrow.

SPARKS, Nev., April 13.—A freight train of forty-five cars left here today, the first since the strike was called last Friday. It included twelve cars of meat for San Francisco.

SITUATION CLEARS STRIKERS TO HEAR PLEA BY COPELAND

HYLAN ALSO MAY TELL OF MENACE TO HEALTH IN FOOD SHORTAGE.

When the old eight-hundred arrived in Hoboken, N. J., on the morning of April 13, the situation was cleared for the strikers to hear the plea of Copeland.

The result of the health commissioner's statement that the food shortage was a menace to the health of the community was an invitation for him and Mayor Hyman to address a meeting of strikers in Grandview Hall, Jersey City, at 10:30 o'clock this morning.

Mr. Copeland accepted the invitation and said he thought the Mayor would accompany him if he returned from Albany in time. He also said he had talked with a representative of the strikers and felt hopeful that the danger of a famine had been averted.

The "ambassador" of the railroad men visited Dr. Copeland's office yesterday afternoon after preliminary telephoning. Under pledge of secrecy he furnished references which Dr. Copeland said were satisfactory.

He was the exact opposite of his conception of a striker, Commissioner Copeland said.

"According to him these strikers do not mind using force, propaganda, coercion or any of the usual methods which most of us associate with a strike," he said.

The shortage is hoarding prices rapidly. Fresh meat went up from \$1 to \$2.50 a pound, as the supply on hand was almost exhausted within a week's time.

An attempt is being made to substitute motor trucks for rail transportation, and fifty trucks loaded with stock came in from Illinois, Wisconsin and Indiana.

Trucks are being used to carry meat to the city, but the cost is high. The cost of the meat is being passed on to the consumer.

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VOYAGERS RUN IN DANGER OF STRIKES

Montclair and Morristown Furnish Society Men for Firemen on Millionaire Specials.

The old 3:20 left Montclair, N. J., on the Lackawanna Railroad yesterday with Wide Bill McKinnon at the throttle as usual. Upon the wind curd face of Wide Bill there was an indulgent grin.

For back on the step behind the firebox were a couple of young fellows who were husky enough to fire the heaviest oil coal stokers on the line, but whose muscles are of the sort that Wide Bill calls gymnasium stuff and not enduring.

It occurred to Bill that Newell Weed and Elliott Bristow, his new firemen, were going to be the sorest and stiffest young fellows in the country by the time his eight car train pulled into Hoboken, and probably that's why he grinned.

Weed, who captained a machine gun company in the A. E. F., and Bristow, who shovelled coal and otherwise made himself useful in the navy during the war, are quite prominent in Montclair and just as up and going in the business world as they are in the fire service.

Weed and Bristow had volunteered to take the 3:20, which carries a lot of wealthy Montclair and Hoboken every morning, and therefore is known as the "Millionaire Special."

A name that makes Wide Bill grin every morning. The two young men had volunteered because their regular firemen had joined the strike.

Wide Bill McKinnon's grin.

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'Pull Your Pin,' Heard on Train, Is Signal to Walk

IF by any chance you are riding on a railroad train and hear one of the crew say to another: "Pull your pin, Jack," decide then and there to walk home or wherever it is you may be going, because your train is about to stop and its crew to strike.

"Pull your pin" is a well known railroad expression having to do with the business of coupling cars. In this particular strike it means that the ride is over and another train crew has walked out.

Further inquiry into the most sacred of labor's secrets has revealed that the only way to get into one of the meetings of the strikers is to show a card or a certificate testifying that you have paid up to date all dues in the particular railroad brotherhood to which you belong.

CABINET TO ACT ON STRIKE TO-DAY

Continued from First Page.

Grumet, organizer of the Yarmen's Association, had been deposed as leader of the outlaw strikers and that leadership had passed to one Bell, an I. W. W. leader.

The railroad men of the country have been proscribed for six months or more against their old organizations and leaders, it was disclosed today.

The movement is rich in funds, and no expense has been spared to make the situation opening for the overthrow of the accepted order.

The I. W. W. in a circular, addressed to the railroad workers, said: "The golden opportunity for which you have been waiting has come. Now is the time to rise and assert your strength."

"The one big union," the I. W. W. organization of Canadian railroad men, has also called agitators and organizers among the American railroad workers, and they have been urged constantly to get and get their reward.

Mr. Wagner has said as long as the capital class maintained the percentage of wages on a given ratio with costs.

Attorney-General Palmer sent telegrams today to the American Federation of Labor, asking for the names of all men who had quit work, with an indication of any knowledge as to leadership. These two roads were singled out for a particular scrutiny.

The explanation forthcoming was that there were different conditions and different incentives to strike on different roads, and in each locality affected.

The department sent instructions to all district attorneys to watch for and prosecute profiteering on the excuse of a shortage of food as a result of the strike situation.

Those on Railroad Board.

The nominees for the Railroad Labor Board sent to the Senate today are: Arthur Albert Phillips, vice-president of the Brotherhood of Locomotive Firemen and Enginemen, three years term; A. O. Wharton, Railway Employees' Department, three years term; and a Labor member of the recent Board of Railroad Wages and Working Conditions, United States Railroad Administration, two years; James J. Porter, president of the Tennessee Valley Railroad, three years term; and a Labor member of the recent Board of Railroad Wages and Working Conditions, United States Railroad Administration, two years.

Management Group—Horace Baker, president of the Texas and Pacific Railroad Company, three years term; J. H. Elliott, formerly general manager of the Texas and Pacific Railroad Company, two years term; and a Labor member of the recent Board of Railroad Wages and Working Conditions, United States Railroad Administration, two years.

Public Group—R. M. Barton, for many years a member of the Tennessee Valley Railroad, three years term; G. Wallace W. Hanger, assistant commissioner of labor, two years; Henry Hunt, formerly mayor of Cincinnati, one year term.

Mr. Wilson's call for a Cabinet meeting was the first in more than seven months. The last Cabinet meeting was held on September 1, 1919, when Mr. Wilson went on his speaking trip to the West in favor of the League of Nations.

The time for the session is 10 o'clock, an hour earlier than is customary for morning Cabinet meetings.

Committee Acting on Board.

Although it was realized that prompt confirmation of the Labor Board and Company dismission yesterday, as at least premature, fears of any serious shortage of gasoline because of strike conditions, so far as New York city is concerned.

For months, as was explained by THE SUN and NEW YORK HERALD several weeks ago, the enormous increase in the consumption of motive fuel has been a constant worry to the city.

That the extensive rail tie-up has thrown so great an additional burden upon motor driven transportation, the need of economy in consumption is emphasized.

The members of the public group were somewhat known to the commission.

Senators Pinckney (Wash.), Fellinghuysen (N. J.) and Pomeroy (Ohio) were named as a subcommittee to consider the Pinckney bill, creating a bureau of secret police, which would be a Russian after the manner of the Czar.

The second bill would make America Prussian after the manner of William II.

The third bill proposes a new understanding and peace treaty with Russia.

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The eleventh bill proposes a new understanding and peace treaty with Russia.

The twelfth bill proposes a new understanding and peace treaty with Russia.

The thirteenth bill proposes a new understanding and peace treaty with Russia.

The fourteenth bill proposes a new understanding and peace treaty with Russia.

The fifteenth bill proposes a new understanding and peace treaty with Russia.

The sixteenth bill proposes a new understanding and peace treaty with Russia.

The seventeenth bill proposes a new understanding and peace treaty with Russia.

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DECLARES LIQUOR SWAYED ASSEMBLY

Thompson Says Drunken Men Were Carried Out Before Socialists' Expulsion.

Special to THE SUN and NEW YORK HERALD.

ALBANY, April 13.—Senator Thompson declared the Senate today in the course of an eight hour fight over the liquor committee's bill dealing with saloons and the censorship of radicalism.

The three bills were passed by big votes.

Senator George F. Thompson of Niagara charged that Mark A. Daly, agent of the Manufacturers' Association, supplied quantities of liquor to the Assembly on the night of the vote to expel the Socialists for the purpose of influencing votes. He said drunken men were carried out of the Assembly chamber, but declined a challenge to a vote.

Senator Lusk, defending his measures, predicted a nationwide Socialist revolution unless Government took firm steps to suppress the extremists.

Denouncing the bills as oppressive and aimed at the heart of free democracy, Senator Frederick M. Davenport took the floor as chief opposer and declared that such a reduced human condition was a disgrace.

After hours of heated debate Senator Thompson made his accusation. He first assailed the Lusk bills, which the witless, marked, returned to the Assembly on the night of the vote.

Regents the entire question of what constitutes sedition, and other provisions of the bill, and the greatest power of suppression ever proposed in this State.

Ninety Per Cent. a Labor Question.

Senator Thompson then charged that ninety per cent of the employers were behind the bills and the Lusk committee and continued:

"I think this is 90 per cent of a labor question. Employers do not want to let their workers strike. They want to keep labor and serve. Mark Daly, paid agent for the Manufacturers' Association, is behind these bills."

"I know that on the night the vote was taken to expel the Socialists from the Assembly there was a great deal of liquor on hand in the chamber and it was used for the purpose of getting votes against the Socialists."

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